IE FEBRUARY MAGAZINES.

MOLTICA

"OLD AND NEW." rom the paper on "Six Fingers and To."8, Burt G. Wilder, M. D., we quote the for-ing interesting particulars about the exto which sexdigitism prevails in fami-

refrain from giving some very interesting s of American families, and quote instead n a most instructive one detailed by Dr. hers, who was the first to undertake a thers, who was the anomalies.

conatic study of these anomalies.

Esther

The great-great-grandmother, Esther

(who married A. L.), had a sixth
singer on one hand. Of their eighteen fren (twelve daughters and six sons), only (Charles) is known to have had digital sty. We have the history of three of the

Andrew, Charles, and James.

Andrew had two sons, Thomas and rew; and Thomas had two sons; all with-ligital variety.

James, who was normal, had two soffs even daughters, also normal. One of daughters became Mrs. J, and had daughters and five sons, all normal exone son, James J-, who had six rs on each hand.

Charles, the only son of Esther, who ligital variety, had six fingers on each He had three sons, James, Thomas, ohn, all of whom were born with six rs on each hand, while John has also a toe on one foot; all were ampu-His nine other children were also al; so also were their children and grandchildren. So also were the chilof James and Thomas, and the latter's

But John has a son who is normal and children also are normal. John's ter Jane was born with six fingers on and and six toes on each foot. case illustrates all the more import-

atures of hereditary transmission. The simple tendency to transmit me peculiarity from parent to child; as Charles L—— to his two sons James

The tendency to intermit; or to a reto the normal form; the peculiarity over one or more generations, to rein a more distant one; as with James and his daughter Mrs. J., and n James.

The tendency to increase the extent of eculiarity in successive generations, in f the union of sexdigitists with ordive-fingered individuals. Esther P ixth little finger upon one hand; her arles L had it upon both hands;
a John had a sixth toe in addition; is daughter Jane had six fingers upon and and six toes upon each foot.

We notice the persistence of heredi-ansmission in spite of surgical intereven during the infancy of the perted, as in the case of John's daugh-. Removal of the extra digit generally the subject (although not always pertly), but does not seem to prevent the ance of the peculiarity in succeednerations. It is known also that ls of cats, and dogs, and horses have docked" for many generations without shing those of their offspring. This subject is a very curious one, and is naturally to speculate as to the pos-noral, mental, and physical agencies pan produce a peculiarity which comes es, appears, disappears, and reappears namer inexplicable upon any other s than the known tendency of all natu-sical characteristics to be transmitted

mecessive generations. well be asked-How do these facts n the theory of the origin and transof species? especially since Darwin ected quite a number of cases, and y regards them as favorable to his

it cannot be denied that sexdigot only runs in human families to a ful extent, but is even more persistent some of the lower animals, as the cats nce, which, in domestication at least, own to inherit and to transmit it many generations. Nor do the extra cem to incommode them at all, but to make them better climbers, and able to handle a mouse; yet there is no be that the six-toed variety is be-

even if the peculiarity should for a hundred generations, would ake a new species, in any sense of rd? would the rest of the strucange at all? and should we not regard the variety as a remarkably nt and harmless monstrosity which, if d to be specific, would give us a differing from all other members of is, family, order, and even class, and as to the number of its digits, below files and the birds, among the many-fishes! And are we not justified in ng that all other individual variations may be perpetuated, are really only osities which are wholly insufficient to nte a species until accompanied with and general modifications of strucuch as are not yet proved to exist? t being convinced that they prove gin of species by variation from any

are now prepared to examine the results culation of many cases of sexdigitism. authors divide them first into the itary" and the "non-hereditary" cases; to not see how we can assume any o be non-hereditary unless we can he ancestry back to primeval man; for has as yet set no limit to the number erations which may be "skipped" by a or physical peculiarity. On the other here must have been at least one origie; but we have no right to assume was in the person of the son of Go-herely because there is no record of estry; and even if we believe that all imperfections or excessive peculiarities immediate or remote result of moral arities, yet we may suppose that the ligits first appeared in the person of more or less distant ancestor of the who may have been a most exemplary er, even though a Philistine, and who nifested the effects of the wrong-

such an array of possibilities, aders may conclude that it is of to keep any record whatever of such but, on the contrary, such records, y kept, are the only means by which ever expect to ascertain the number rations beyond which such peculiariy be said to disappear; and I shall be obliged for any information leading accumulation of cases, whether in individuals or in families.

various sources, specimens, casts, descriptions, letters, and word of I have collected the principal which could be obtained conover two hundred individho have or have had six fingers

or toes upon one or more of their limbs. The or toes upon one or more of their limbs. The number may seem large, and is really more than three times as great as has ever been accumulated before; so that the conclusions drawn from them are probably more reliable, although they sometimes vary from those received by Darwin, Struthers, and others. But 1. will be more satisfactory when we can discuss 1. ases by the thousand rather than by the hundra. the hundred

Only a ports, n of these cases have as yet been fully records d; but when tabulated, they give the following very curious results:

1. Of the 125 sexdign, ists whose sex is re-

corded, 86 were men, and 39 were women. The fact is rather startling, w. atever may be the reason: possibly we may ass. ciate it with the general opinion that excess of development of all kinds is more common in the male

2. The number of right limbs affected was 142; that of left limbs, 435; the difference being so slight as perhaps to be reversed by a larger number of cases, and not, so far as we can see, possessing any especial significance.

3. But the affected hands are to the feet as 195 to 94; a disproportion so decided as to induce us to inquire as to its possible meaning. It would lead us far beyond the limits of the present article to state, in even the briefest way, the great question upon which this fact bears; but I will say that it confirms in a most striking manner my own conviction that, as a rule, the hands or anterior limbs of animals are more subject to variation of all kinds than the feet, whether as to their position, their function, or the number of their constituent parts. Indeed, there are on record a few most interesting cases, of a thumb having three phalanges instead of two, while the great toe seems never to vary in that way.

4. With the 185 affected limbs of which it is told whether the extra digit was a thumb or

thumbs......17

By carrying the tabulation yet further, we come to consider each sexdigitist as an indi-vidual, whether he has one or two or three or four affected limbs; in which case we apply to him the terms unisexdigitist, bisexdigitist, trisexdigitist, and quadrisexdigitist, respectively. Among the many interesting results of this part of the study, we can note only one; namely, that if a person is known to have an extra digit upon only one hand, it is about twice as likely to be a thumb as a little finger; whereas if two or more limbs are affected, the extra digits are nine times as likely to be little fingers as thumbs.

It is also found that an extra digit upon

one side of the body is more apt to be associated with the same upon the opposite side, and not with one at the limb at the opposite

end of the body.

If my readers have already wearied of figures and unfamiliar words, let me assure them that, in the first place, I am very near the end, and in the second, if space allowed, ten times as much could be written without exhausting the various aspects in which the simple facts of an additional finger or toe may present itself to us.

way present itself to us.

Viewed only as so many scientific facts, the results above given are worth reaching and examining. As aids to a fuller comprehension of the laws which govern the production and perpetuation of individual peculiarities, they have a practical value; and if, as I believe, male and female, right and left, anterior and posterior, are not mere artificial distinctions gions of our bodies, but rather the visible expression of ideas and principles which have a physical, a spiritual, nay, a divine origin and significance, then the greater or less frequency of these anomalies in one or the other sex, upon one or the other side of the body, upon the hand or the foot, will be a never-failing subject for thought, and a stimulus to further investigation.

SHIPPER'S QUIDE.

1870.

IMPORTANT TO SHIPPERS.

ALL RAIL FREIGHT LINE BETWEEN

Philadephia and the West, Via Baltimore and Ohio Route.

Shippers are respectfully notified that arrangements have been perfected between the Philadelphia, Wilming-ton and Baltimore and Baltimore and Ohio Railroads by which freight to and from the West, Northwest and South west will be transported, ALL RAIL.

No change of dars between Philadelphia and Columbus Circinnati, Indianapolis, Chicago, or St. Louis. Special attention will be given to the prompt and rapid transportation of first and second class goods.

No. 44 South FIFTH Street.

Freight received daily until 6 o'clock P. M., at the Depot of the Philadelphia, Wilmington and Baltimore Cor. Washington Av. and Swanson St.

Gen. Th. Frt. Agt. P. W. & B. R. R. Co. JAMES C. WILSON,
Agent Baltimore and Ohio B. B. Co.
N. B.—On and after MONDAY, January 10, the rates to
all points via Baltimore and Ohio route will be the same

THE PRINCIPAL DEPOT FOR THE SALE OF REVENUE STAMPS,

No. 304 CHESNUT STREET. CENTRAL OFFICE, No. 195 S. FIFTH STREET, (Two doors below Chesnut street),

ESTABLISHED 1862. the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders immediately upon receipt, a mat-

ter of great importance.
United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stampa printed upon Drafts, Checks, Receipts, etc.
The following rates of commission are allowed on Stamps and Stamped Paper:

On \$25 and upwards.

2 per cent.

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Address all orders, etc., to STAMP AGENCY, No. 304 CHESNUT STREET, PHILADELPHIA.

WILLIAM ANDERSON & CO., DEALERS in Fine Whinking, 146 North SOCOND Street, Philadelphi

RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Rairroad Companies lines from Philadelphia to New York and Way Places.

At 6-30 A. M., via Camden and Amboy Accom... \$2-28. At 8 A. M., via Camden and Amboy Express... 2-30 At 8 P. M., via Camden and Amboy Express... 2-30 At 5 P. M., for Amboy and intermediate stations. At 6-30 and 8 A. M. and 2 P. M., for Freehold.

At 6 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 2-30, and 4-30 P. M., for Trenton.

At 6-30, 8, and 10 A. M., 12 M., 2, 2-30, and 4-30 P. M., for Trenton.
At \$30, 8, and 10 A. M., 12 M., 2, 330, 430, 6, 7, and 1130 P. M. for Bordentown, Florence, Burlington, Beverly, and Delaneo.
At \$30 and 10 A. M., 12 M., 330, 430, 6, 7, and 1130 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, S A. M. and 2 P. M. for Riverton.
The 11-30 P. M. Ene leaves Market Street Ferry, (upper side).

(upper side).

At 7:30 A. M., 2:30, 2:30, and 5 P. M. for Trenton and Bristel, and ic-45 A. M. and 6 P. M. for Bristel.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and

At 11:30 P. M., Emigrant Line. Fare, 52. At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M., for Trenton. At 7, 9 20, and 11 A. M., 4, 6 45, and 12 P. M., for At 19 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 930 A. M., 645 and 12 P. M. Lines will run daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Moun-

Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

A. 730 A. M. and 3:30 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 3:30 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5
P. M., from Kensington Depot, for Lambertville and
intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

FROM MARKET STRRET PRERY (UPPER SIDE).

At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lamberton and Medford.

Medford.
At 7 and 10 A. M., 1, 8-30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, Smithville, Ewansville, Vincentown, Birmingnam, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 330 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-HISTOWN RAHLROAD.

TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 95, 10, 11, 12 A. M.,
1, 2, 3 34, 3 34, 4 95, 4 25, 5, 5 34, 6, 6 36, 7, 8, 9 20, 10, 11, 12
P. M. P. M.
Leave Germantown at 6, 6-55, 75, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 8-50, 43, 5, 55, 6, 65, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 33 and 55 up trains will

not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10% I Leave Germantown at 8:15 A. M., 1, 3, 6, and 9%

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 34, 54, 7, 920, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 8:40, 6:46, 8:40, and 10:40 P. M.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 1:40, 5:40, and 9:25 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11 05 A. M., 1½, 3, 4, 4½, 5½, 6½, 805, 10 05, and 11½ P. M.
Leave Norristown at 540, 625, 7, 7½, 850, and 11
A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia at 9 A. M., 256, 4, and 756 P. M. Leave Norristown at 7 A. M., 1, 556, and 9 P. M. FOR MANAYUNK.

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 11-05 A. M., 1%, 8, 4, 4%, 5%, 6%, 8-05, 10-05, and 11½ P. M.

Leave Manayunk at 6-10, 6-55, 7%, 8-10, 9-20, and 11% A. M., 2, 8%, 5, 6%, 8-30, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.

Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Phymouth, 6% A. M., 4% P. M.

W. S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets.

WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—

At 840 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazieton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Beffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads. At 1-45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5-00 P. M. for Bethlehem, Easton, Allentown.

Hazleton.
At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.
For Fort Washington at 7:30 and 10:45 A. M., and

1:30 P. M.
For Abington at 1:15, 5:20, and S. P. M.
For Lansdale at 6:20 P. M.
Fifth and Sixth Streets, Second and Third Streets,
and Union City Passenger Railways run to the new

From Bothlehem at 9 A. M., 2·15, 4·46, and 8·25 P.M. From Doylestown at 8·35 A. M., 4·30 and 7·05 P. M. From Lansdale at 7·30 A. M. From Fort Washington at 9-25, 10-35 A. M., and

From Abington at 2 25, 6 45, and 9 20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Maun's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

W EST JERSEY RAILROADS.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Miliville, Vineland, Swedesboro, and all intermediate sta-Vineland, Swedesboro, and all intermediate sta-tions.

3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glussboro.

5-20 P. M., Passenger, for Bridgeton, Salem, Swedes-boro, and all intermediate stations.

5-20 P. M., Woodbury and Glassboro accommoda-tion.

Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street. Freight delivery at No. 228 South DELAWARE Avenue. commutation tickets at reduced rates between

Philadelphia and all stations.

EATRA TRAIN FOR CAPE MAY.

(SATURDAYS ONLY.)

Leave Philadelphia, 8-15 A. M.

Leave Cape May, 1-10 P. M.

WM. J. SEWELL, Superintendent.

September 16, 1869.

A LEXANDER G. CATTELL& CO PRODUCE COMMISSION MERCHANTS, No. 20 NORTH WHATER STREET, PHILADRIPHIA. 1000 ALEXANDER G CATTELL & CO.

RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE from Philadelphia to the interior of Pennsylfrom Philadelphia to the interior of Pennsylvania, the Schuyikili, Sasquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadia. WINTER ARRANGEMENT

Of Passenger Trains, December 20, 1860.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphis, at the following hours:— MORNING ACCOMMODATION.

At 7:50 A. M. for Heading and all intermediate stations, and Allentown, Heturaing, leaves Reading at 6:35 P. M.; arrives in Philadelphis at 9-25 P. M. MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebbanon, Harrisburg, Pottaville, Pinermove, Tamaqua, Surbury, Williamsport, Eliuira, Rochester, Niagara Falls, Buttalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. agerstown, etc.
The 7:30 A. M. train connects at READING with

The 730 A.M. train connects at RRADING with East Pennsylvania Raliroad trains for Allentown, etc., and the 815 A. M. train connects with the Lebanon Valley train for Hairiaburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

APTERNOON EXPRESS.

Leaves Philadelphia at 830 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 646 A. M., stopping at intermediate stations; arrives in Philadelphia at 970 A. M. Returning, leaves Philadelphia at 400 P. M.; arrives in Pottstown at 615 P. M.

READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 45 P. M.; arrives in Reading at 740 P. M., and at Pottsville at 930 P. M.

Trains for Philadelphia leave Harrisburg at 810 A. M. Trains for Philadelphia leave Harrisburg at 8-10 A.

M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 05 P. M., and Pottsville at 2 45 P. M., arriving at Philadelphia at 6 45 P. M. clphia at 6-45 P. M.

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-35 P. M., arriving in Philadelphia at 9-25 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12-30, noon, for Pottaville and all way stations; leaves Pottaville at 5-40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations, all the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at 8 A. M., and Philadelphia at 3-15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4-25 P. M.

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 1:20 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia, returning from Schwenksville at 8:06 A.M. and 12:55 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on ar-

nia and Northern Central Raliroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 6:35 A. M., and 12:20 noon, passing Reading at 7:20 A. M., and 2:00 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:19 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAUROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. and 2:30 P. M. for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M. and 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M..

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations.

anadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Receiving and Pottstown Accommodation Trains, at

tions by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. dis-count, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52 to each, for families and MALIS INC. 12. Good for 2000 miles, between all points, at \$2.00 each, for families and firms.

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREMGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2.15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4.25 A. M., 12.30 noon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South Fourth Street, or at the Depot, Thirtteenth and Callowhill.

WEST CHESTER AND PHILADELPHIA RAILROAD.

Leave Philadelphia from New Depot, THIRTY.

FIRST and CHESNUT Streets, 745 A. M., 1100 A. M.,

230 P. M., 415 P. M., 440 P. M., 615 and 11:30 P. M.

Leave West Chester from Depot, on East Market

street, at 625 A. M., 8:00 A. M., 745 A. M., 1045 A.

M., 155 P. M., 450 P. M., and 6:55 P. M.

Train leaving West Chester at 8:00 A. M. will stop

at B. C. Junction, Lenni, Glen Riddle, and Media;

leaving Philadelphia at 4:40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester

and B. C. Junction going East will take train leaving

West Chester at 7:45 A. M., and change cars at

B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving

Philadelphia at 4:40 P. M., and will change cars at

Philadelphia at 440 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its ON SUNDAYS.

Leave Philadelphia for West Chester at 8:30 A. M.
and 2:00 P. M.
Leave West Chester for Philadelphia at 7:58 A. M.
and 4:00 P. M.

P. M. WILLIAM C. WHEBLER, General Superintendent.

Williamsport 6 00 P. M. arrives at Lock Haven ... 720 P. M.

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD

AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-First and Market Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chennut and Wainut streets cars run within one square of the Depot.

Siceping-car tlokets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will califor and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE EPOT, VIE :-Parkesburg Train. 5-50 P. M.
Cincinnati Express. 8-00 P. M.
Exic Mail and Pittsburg Express. 9-45 P. M.
Accommodation. 12-11 A. M.
Pacific Express. 12-00 night.
Exic Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clook-Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be produced and baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ. : | TRAINS ARRIVE AT DEFOT, VIA.:
| Cincinnati Express. 3-10 A. |
| Philadelphia Express. 6-20 A. |
| Eric Mail 6-30 A. |
| Paoli Accommodation, 8-20 A. M., 8-46 and 6-25 P. |
| Parkeslurg Train 9-10 A. |
| Fast Line 9-34 A. |
| Lancaster Train 12-35 P. |
| Paoli Propers 12-35 P. |
| Paoli Pr Lock Haven and Elmira Express. 700 F. M.
Pacific Express. 425 P. M.
Harrisburg Accommodation. 950 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 50 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

Ticket Agent at the Depot.

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. by special contract.

EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

General Superintendent, Altoona, Pa.

DHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washing ton avenue as follows:—

Way Mail Train at 5:30 A. M. (Sundays excepted for Baltimore, stopping at all regular stations Connecting with Delaware Railroad at Wilmingto for Crisileid and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Ekton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:20 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Ekton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS.

WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

ware Hallroad for Marrington and Intermediate stations.

Leave Wilmington 6:30 and 8:16 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:39 P. M. trains for Baltimore Central Politons.

Railroad.
From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mail; 925 A. M., Express; 235 P. M., Express; 235 P. M., Express; 725 P. M., Express, SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 725 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. H. F. KENNEY, Superintendent,

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. WINTER ARRANGEMENT.
On and after Monday, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek

Railroads:—
Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 430 P. M.
A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 230 P. M.
Leave PORT DEPOSIT for PHILADELPHIA at 530 A. M., 925 A. M., and 225 P. M.
On Saturday the 235 P. M. train will leave at 430 On Saturday the 2.25 P. M. train will leave at 4.30 P. M.
Passengers are allowed to take wearing appare
only as baggage, and the company will not be respon
sible for an amount exceeding one hundred dollars
unless special contract is made for the same.
HENRY WOOD,
111 President and General Superintendent.

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AUDTION SALES M. FOURTH STREET, NOS. 125 AND 161

Sale at the Auction Booms, Nos. 120 and 181 3. Fourth street.

SUPERIOR B. "UREHOLD FURNITURE, PLANGE MIERORS, FID. SPROOF SAFES, HANDNOME VELL VET, BRUNNELS, AND OTHER CARPETS, ETC.

January 20, at 9 o'clock, at the auction rooms by eatalegue, a large assortitient to superior monochild turniture, comprising walnut parier to, altere, covered with plush, reps, and hair cloth, walnut chamber suits, mirrors, superior rosswood Joetsve pinnos, sa serior walnut bankcrass, walnut wardrobes, sideboards, extern stables, lounges, arm chairs, hat stands, etch, area, superior office founture, fine hair mattresses, feather beds, holstors and pullows, china, glass, and plated ware, ince engravings, superior freproof safe, made by Farrel. Morring; gasconsuming and cooking stores, sewing ma, times, handsome valvet, Brussels, and other carpotas, etc. 11 18 m. T. A. MCCLELLAND, AUCTIONNER,

NO. 1219 CHESNUT STREET. oral attention given to sales of Household Furniture at dwellings.

Public sales of Furniture at the Auction Roems, No.
1210 C HESNUT Street, every Monday and Thursday.
For particulars see Fublic Ledger.

N. E.—A enperior class of Furniture at private sale. SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.
No. III' CHESNUT Street, (Girard Row).

CONTRIBUTORS' SPECIAL SALE OF OIL PAINT. On Tuesday and Wednesday Evenings.

Jan. 17 and 18. at 7 o'clock, at Scott's Art Gallery, No.
1117 Chesnut street, will be sold, without the least reserve,
a number of paintings, elegantly framed, embracing river
and mountain views, landscapes, marines, etc.

ALSO, LON ACCOUNT OF WHOM IT MAY CONCERN,
About 20 paintings, purchased at private sale. 1173t C. D. McCLEES & CO., AUCTIONEERS

We will sell on the premises, at No. 8 North Fifth street,
On Thursday Morning.
January 20th, at 10 o'clock, the entire Stock. Machinery,
Fixluyes, etc., of a first class since manufactory, including a McKay sewing machine, in good order. Also a large limit of ladies', misses' and children's balmorals.
The entire lot to be sold without reserve.

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OHESNUT Street, rear cutrance No. 1117 Samon street, NEW AND SECOND-HAND HOUSEHOLD FURNITURE, Roseweed Plano fortes, Mantel and Pier Glussos, Brussels and other Carpets, China, Glussware, Stoves,

At 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold a large assortment of furniture, carpets, etc.

Particulars hereafter.

11926 BY BARRITT & CO., AUCTIONEERS
No. 280 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
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TO OWNERS, ARCHITECTS, BUILDERS, AND ROGERS.—Roofal Yes, yes. Every size and kind, old or new. At No. 543 N. THIRD Street, the AME. RICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid complex roof covering, the best ever effered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermins, Fire, and Water-proof; Light, Tight, Burshla. No cracking, peaking, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Gare, prompthess, certainty! One price! Call Kramine! Judge!

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